

ADVERTISE!

The Best Medium for
Advertising
in the Colony is
THE CHINA MAIL.
THE POPULAR AND LEADING PAPER.

The China Mail.

ESTABLISHED 1845.

PRINTING

OF EVERY DESCRIPTION
Promptly, Neatly, &
Cheaply Executed
AT THE
'China Mail Office,'
5 WYNDHAM STREET.

No. 11,529.

號十二月二年百九千一英

HONGKONG, TUESDAY, FEBRUARY 20, 1900.

日一廿月正年子庚

PRICE, \$2.50 Per Month.

Business Notices.

W. S. BAILEY & CO.,

17, PRAYA CENTRAL.

Engineers and General Merchants.

AMERICAN DRILLING MACHINES FOR HAND OR POWER.

WORTHINGTON DUPLEX PUMPS.

DEANE DUPLEX AND SINGLE ACTING PUMPS.

SHIP'S TELEGRAPHS, SPECIAL SIZES FOR

LAUNCHES.

CHAMPION FORGES, LUBRICATORS.

INJECTORS, EJECTORS.

ENGINE OILS & SOLIDIFIED LUBRICANTS.

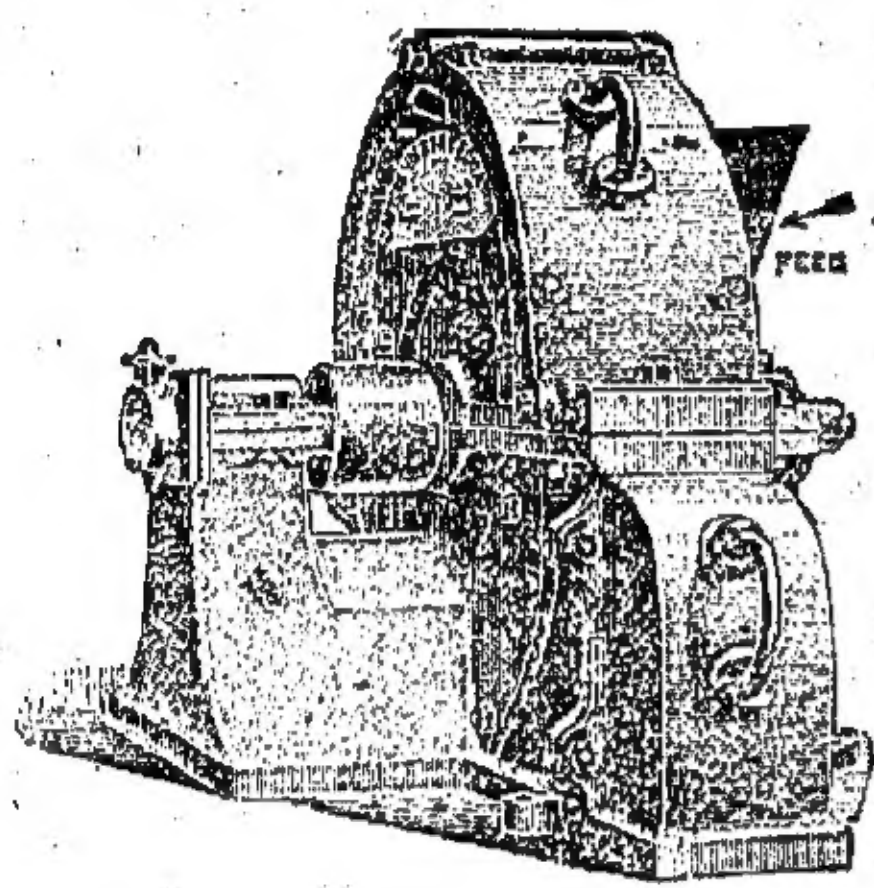
FLY WHEEL DONKEYS.

ENGINE MOUNTINGS.

BOILER MOUNTINGS.

ASBESTOS AND PUMP PACKINGS.

GENERAL STORES.



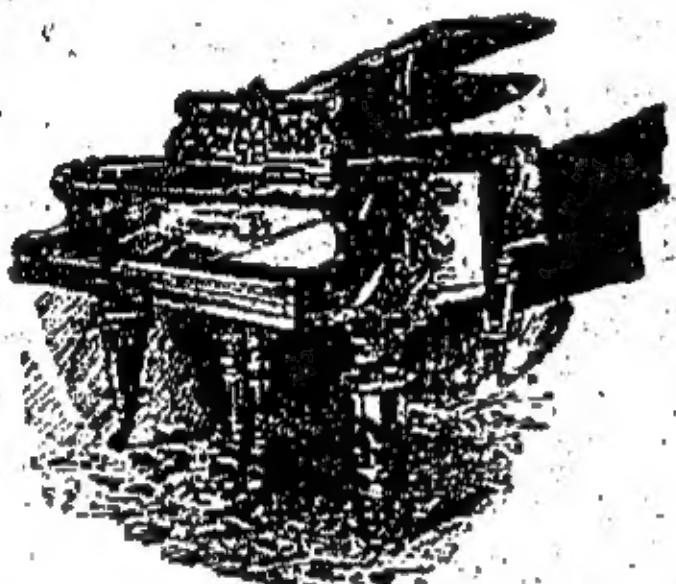
FOR RINDING OR PULVERISING.

QUEEN'S COLLEGE.

TERM BEGINS FRIDAY, 23RD FEBRUARY.

APPLICANTS for ADMISSION, attended by Guardians, should be in the COLLEGE HALL at 9 a.m. on either WEDNESDAY, 21st, or THURSDAY, 22nd instant.
GEO. H. BATESON WRIGHT, D.D.,
Headmaster
Hongkong, February 17, 1900. 378

Robinson Piano Co.



SPECIAL OFFER OF

GRANDS OF HIGHEST CLASS.

HIRE OR TIME PAYMENT ACCEPTED.

MAGNIFICENT LOT NEW MUSIC BOOKS,

VOCAL & INSTRUMENTAL DANCE,

BANJOS, GUITARS, MANDOLINS.

MANILA CIGARS,

ALWAYS ON HAND THE BEST MARKS FROM

'LA INSULAR' AND 'LA PERLA DE ORIENTE' FACTORIES.

J. M. DE ZUNIGA,

No. 9, Queen's Road Central,
Entrance by Ice House Street, (New Victoria Hotel).

Typewriters,

SEWING MACHINES

AND BICYCLES.

Repairs executed at the

DRAGON CYCLE DEPOT.

11, D'AGUILAR STREET.

Machine Oil—50 cents per bottle. 366

BANK HOLIDAYS.

THE UNDERMENTIONED BANKS will be

CLOSED for the Transaction of

Public Business at 11.45 a.m. on WED-

NESDAY, 21st, and THURSDAY, the 22nd and

23rd inst. respectively.

For the 'Chartered Bank of India, Aus-

tralia and China.

T. H. WHITEHEAD,

Manager, Hongkong.

For the 'Hongkong and Shanghai Bank-

ing Corporation.

T. JACKSON,

Chief Manager.

For 'The National Bank of China Limited,'

GEO. W. F. PLAYFAIR,

Chief Manager.

For 'The Mercantile Bank of India,

Limited.'

JOHN THURBURN,

Manager, Hongkong.

For the 'Banque de l'Indo-Chine, Hong-

kong Agency.

L. BERENDOAGUE,

Active Manager.

For the 'Bank of China and Japan, Ltd.,

Hongkong.

CHANTREY INCHBALD,

Manager.

For the 'Yokohama Specie Bank, Ltd.,

S. CHOI,

Manager.

For the 'Imperial Bank of China,'

E. W. RUTTER,

Active Manager, Hongkong.

For the 'Deutsch-Asiatische Bank,'

F. URBIG,

Manager.

Hongkong, February 20, 1900. 362

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE FIFTEENTH ORDINARY AN-

NNUAL MEETING OF SHARE-

HOLDERS in the Company will be held

at the Company's Office No. 9, Praya

Central, Victoria, on THURSDAY, the 23rd

March, at 12 o'clock Noon, for the purpose

of receiving a Statement of Accounts and

the Report of the General Managers, for

the year ending 31st December, 1899, and

electing a Consulting Committee and

Auditors.

THE TRANSFER BOOKS of the Com-

pany will be CLOSED from 2nd Feb. to

8th March, both days inclusive.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, February 16, 1900. 380

WANTED

TO BUY TWO SAILING VESSELS.

Particulars to be addressed to the

Undersigned.

D. S. DADY NEVILL,

25, Postinger Street.

Hongkong, February 17, 1900. 383

'KIRIN.'

A Delicate
Lager.

THE CELEBRATED BEER OF
JAPAN.

QUARTS, \$2.90 per dozen.

PINTS, \$1.75 do.

W. HUTTON POTTS,

Sole Agent for Hongkong.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Thirty-first Ordinary Annual

MEETING OF SHAREHOLDERS in the

above Company will be held at the

Office of the Company, Pedder's Street,

on THURSDAY, the 23rd day of March,

1900, at 12 o'clock (Noon), to receive a

Statement of Accounts to 31st December,

1899, and the Report of the General

Managers, and to elect a Consulting Com-

mittee and Auditors.

THE TRANSFER BOOKS of the Com-

pany will be CLOSED from the 15th Feb.

to the 1st March, both days inclusive.

JARDINE, MATHESON & Co.,

General Managers.

Hongkong Fire Insurance Co., Ltd.

Hongkong, January 30, 1900. 230

NOTICE

THE INTEREST AND RESPONSIBI-

LITY of the Undersigned in the

Trust: Wan Yut Pa, No. 30, Gough Street,

CEASES from this date.

WONG SHU TONG.

Hongkong, February 13, 1900. 350

BICYCLE FOR SALE

TO be Sold for \$100 a New COVEN-

TRY STANDARD GENTS' HUM-

BER CYCLE, fitted with Dunlop Tyres.

Apply to BICYCLE

Store of 'China Mail' Office.

Hongkong, February 13, 1900. 344

FUJIYAMA & Co.

DEALERS in all kinds of JAPANESE

CHINAWARE, and TRAVEL JAPANESE

AT MONGKOK PRISON.

No. 6, D'Aguiar Street.

Head Office, No. 62, Sanmuryacho, 1

Chumai, Kyoto, Japan.

Hongkong, January 2, 1899. 99

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.

HONGKONG HOTEL—PRAYA



BELL'S ASBESTOS PACKINGS

ARE THE BEST.

BELL'S BOILER COMPOSITION

IS THE BEST.

BELL'S ENGINE OIL

IS THE BEST AND CHEAPEST IN THE MARKET.

KINGHORN & MACDONALD,

MANAGERS.

LANE CRAWFORD & Co.

SMITH'S

GLASGOW MIXTURE
TOBACCO.

The Coolest and most Fragrant TOBACCO
ever imported.

La Insular Cigars.

THE PHARMACY,

10 Queen's Road Central Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully
dispensed by a qualified CHEMIST. Special attention to FRENCH and Other
FOREIGN FORMULAE.

SOMERVILLE'S 'EXPORT' AND 'GLENDOUR' WHISKIES.

PORTSOY HIGHLAND WHISKY (PURE MALT).

MANILA CIGARS.

1882 Manager, RICHARD FLINT.

Paris Exhibition, 1900.

WILKINSON, HEYWOOD & CLARK, LD.

Holders of the only Gold Medal awarded for Varnishes and Colors at
the Paris Exhibition of 1876.

London, Liverpool, Hongkong, Bombay, Melbourne,

and 21 BIS, BOULEVARD D'ARGENSON, NEUILLY, PARIS.

HAVE arranged for a large and comprehensive exhibit, and will be
glad to place the services of their Paris Staff at the disposal of all

Buyers and Consumers of their goods in the East, who visit the Ex-

hibition, and to render them every assistance in their power during their

stay in Paris. For letters of introduction apply to the

Hongkong Office, Praya Central.

W. D. GRAHAM, MANAGER.

Proprietors of DAVID STORER & SONS, 'BELL BRAND' PAINTS AND OILS.

16 Manufacturers of

PEAK HOTEL

AND

'CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY

STATION, 1360 feet above Sea Level.

CRAIGIEBURN is situated at PEDDER'S GAP, five minutes' walk from the

PEAK HOTEL. Telephone No. 55.

Fine Healthy Location—Variety of Beautiful Scenery, Cool Southerly Breeze

in Summer, with perfect protection against the North-East Winds in Winter.

Well appointed Rooms, attentive Service, and excellent Cuisine.

2 City Office 7, DUNDRELL STREET. A. Moir, Manager.

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD

HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland;

do not absolutely of all delicate matters.

THE CREME DE LACREME OF

WHISKIES

PURE AND MILD.

Sole Importers.

F. BRACKHEAD & Co.



Business Notices.

Aerated Waters!

Aerated Waters!!

EXPERT SUPERVISION, MODERN MACHINERY & PRACTICAL MANAGE-

MENT

ARE ESSENTIAL FACTORS

IN THE PRODUCTION OF A FIRST-CLASS ARTICLE,

AND

WATKINS, LIMITED,

HAVE INTRODUCED ALL THESE FOR THE PURPOSE OF MANUFACTURING

AERATED WATERS

OF

UNSURPASSED QUALITY.

THE WATER USED IN THE MANUFACTURE WILL BE FILTERED THROUGH

A COLOSSAL PATENT BERKEFELD FILTER,

AND ABSOLUTE PURITY IS THEREFORE GUARANTEED.

Messrs. WATKINS, LIMITED, Apothecaries Hall, 46, Queen's Road. Factory—

No. 4, Wyndham Street, Opposite 'China Mail' Office. 179

GREEN ISLAND CEMENT COMPANY, LIMITED.

Portland Cement.

\$4.50 per Cask of 375 lb. net ex Factory.

\$2.80 per Bag of 250 lb. net ex Factory.

Factories—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed

Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL AGENTS. 3635

NEW MUSICAL PUBLICATION.

FOUR PIECES

for the

PIANOFORTE

1. CAVOTTE. 2. REVERIE. BY GERTRUDE CLARK

3. POLISH DANCE. 4. MARCH. (Mrs. FRANCIS CLARK)

Notes by the Way.

The Province of Ninhbun and Quang-yang in Tonkin are declared infected by cattle plague.

Temperance advocates will be glad to hear that whisky was at \$5 a bottle in Luyamith at Christmas. This implies a sober Christmas, indeed!

Doubtless misled by the funeral dirge on the card of invitation to the Royal Ball at Shanghai, an absent-minded recipient enquired at which cemetery it was to take place.

The Shanghai Cargo-boat Co. pays a final dividend of 8 per cent, making 15 per cent for the year, and the Co-operative Cargo-boat Co. a final dividend of 8 per cent, making 14 per cent for the year.

Mr Karl Bule, late Burgomaster of Brussels, is paying a visit to the Far East. At Bangkok, he will be the guest of the General Adviser to the Siam Government. After studying the situation in Siam, he comes on to China, and afterwards goes to Japan.

There is at Shanghai a St. Patrick's Society of which Mr J. W. Harding is the President. It has decided that it should justify its existence by giving a ball or dinner during the year. The Society has decided to devote \$500 from its charitable fund to the relief of the widows, wives and children of Irish soldiers serving in the war in South Africa.

The ball given at Shanghai in honour of Prince Waldemar of Denmark on the 15th inst. is reported to have been an unequalled success. Mr F. Anderson, as Chairman of the Municipality, made a short speech after supper, in which he spoke of the good-will that had long existed between Great Britain and Denmark. Prince Waldemar acknowledged the toast of his health, and proposed 'Prosperity to Shanghai.'

Sales of Crown Land.
At the offices of the Public Works Department yesterday afternoon, Mr Gibbs offered for sale by public auction three lots of Crown land. The first lot, Kowloon Island Lot No. 976, fetched \$4,410 (apart price \$3,000), the purchaser being a Chinese. The lot contains 7,608 square feet; annual rent \$164. Rural building lot No. 103, in Barker Road, was bought by Mr A. J. Hamilton Smythe for \$310 (apart price \$200); contents in square feet 2,401; annual rent \$11. Mr J. E. Sassoon purchased Kowloon Island Lot No. 997, which is situated at Yauwanti, the price being \$1,910 (apart \$1,800); contents in square feet 1,800; annual rent \$14.

CORRESPONDENCE.

TO THE A. D. C.

(To the Editor of the 'CHINA MAIL').

Hongkong, 17th February.
Sir.—I beg to ask your kind indulgence to publish the following few lines concerning the A. D. C. and their excellent production 'The Yomen of the Guard.'

Nearly every European in Hongkong looks forward with pleasure to the performance of the A. D. C. for more than one reason, to begin with, one can always depend upon seeing a good play, excellently staged, and as a rule well acted. Add to this that the proceeds are always devoted to local charities, and strangers can well understand the legend 'Standing Room only' shown at every performance, even by the popular local stars. But why does the A. D. C. go out of its way to prevent some of its most loyal supporters enjoying and encouraging the efforts of their favourites?

The one of producing 'The Yomen of the Guard,' although it is excellently staged, is not great. It is not put on for any special charity needing great assistance such as the Patriotic Fund; then why have the A. D. C. ignored the middle-class on the present occasion and catered only for the lower and middle-class?

The A. D. C. and, by the way, the Jockey Club also, evidently imagine that the middle class are housewives instead of house-holders, otherwise the one would not try to double their entrance fee to the Grand Stand for 2 s. 6 d. and the other charge the middle-class 3 s. for a ticket.

Hoping the one Club will follow the example set by the other and alter its exorbitant fee to a reasonable one, and thanking you in anticipation, I beg to remain, Sir, yours, etc.,

ROBT. J. H. BENTLEY.

A Ship Captain, Decorated.

Capt. Koenig, the commander of the *St. Paulina*, who so promptly shot the shark runner on his vessel on March 27 last, is to be decorated with the Order of Orange Nassau, a telegram to the *Java Ruler* of Feb. 1 states. It will be remembered that while the vessel was on her way to Singapore a shark ran ashore, killed five Chinese and wounded 14 more, his career subsequently being ended by a revolver shot from Capt. Koenig, who by his prompt action probably saved the ship—Singapore Free Press.

The Plague in Japan.

The plague is now considered to have disappeared in Osaka, no fresh cases having occurred since the 12th ult. The first case was reported on the 15th November last, a young girl being the victim. The total number of patients amounted to 24, of whom 49 (22 males and 13 females) died, and 2 (males) are under treatment. Divided according to the ages, there were under 10 years, fourteen under 20 years, seven under 30 years, six under 40 years, seven under 50 years, and five between 50 and 70 years. The cost of the operations for stamping out the disease up to the present amount to some yen 300,000, including yen 100,000 for the Osaka expenditure, yen 15,000 as State subsidy, and some yen 40,000 for salaries to doctors, the expense of which was shouldered by the State and the Government of Fukuoka. At the present date 3 cases and 4 deaths from plague were reported on the 22nd ult., 1 case and 2 deaths on the 30th, and 1 case on the 31st in Osaka prefecture, and 5 cases on the 30th ult. in Osaka prefecture. This has brought the total number of cases from January 1st to 21st, and the deaths to 33.

—Koh Chiyuda.

News from the Philippines.

On the evening of 10th February, a monster chorus of 400 men of the 48th Coloured Infantry gave an interesting musical entertainment at the Hotel Oriente, Manila.

The small steamer *Cebu*, built in Hongkong, which was stranded at San Fernando de la Union, was picked up at sea and has been taken into Dagupan. The machinery broke down and she became unmanageable.

Vigento Huarte and Capetano Lucban, two Philippine lawyers, who have been in Europe since 1896, to amplify their judicial studies, arrived in Hongkong on January 29, and will remain here to assist the Philippine Committee.

The leading citizens of the Union province have addressed to the Governor General an appeal asking for the concentration of the Chinese of that province in its capital and not to permit them to trade freely throughout the territory.

It was expected that the Manila and Dagupan Railway would be returned to the hands of the owners (a British company) who in the whole line was repossessed by the American forces, and now that active military operations on the North were practically at an end, the matter is still under consideration. The United States has been paying the road owners handsomely for the use of the line and when the subject of returning the property came up a question arose concerning the assessment of damages, which is as yet unsettled. Meanwhile, the railway will remain in the hands of the Military Government, who will from now on operate it for the benefit of the public as well as the use of the army.

'FRAGRANT WATERS' MURMUR.

That the long-expected favourable turn in the tide of the South African War has, it would seem, come, but until the relief of Luyamith becomes a fact and not merely a hope, our anxiety cannot be very much allayed.

That it is a long way from Bloemfontein to Luyamith, but hopes for relief of the beleaguered garrison are stronger now than they were a week ago.

That even after Luyamith is relieved it is pretty certain our forces have a heavy task before them before this tough struggle is ended.

That the decision of General French and his staff with the defenders of Kimberley must have been a thing to be seen and long remembered.

That the speech made by Mr R. M. Gray, the Chairman of the Hongkong and Shanghai Bank, at his meeting, was not only a splendid and comprehensive statement of the splendid condition of the Bank's affairs, but an able sketch of the condition of the South African War.

That the efficient management of the Bank is perhaps the greatest success of the Bank, and nearly all of that success is due to Sir Thomas Jackson.

That what everybody says must be true, and it is indeed to reason the Hongkong A.D.C. are giving more fully deserved credit for their representation of 'The Yomen of the Guard.'

That justice was done to the production of the piece in every way, is generally admitted.

That the praise must be given to the perfect acting of Jack Point by that finished actor, Mr. Saxton.

That his graceful handling of the jesting frivolity scenes, the admirable way in which he discredited the woes of his heavy heart by his sprightly jests, and his final scene where the heart of the man at last overcomes the jester, make up as fine an effort as one could wish to see on any stage.

That it seems strange the energetic Member for the Chamber of Commerce should have taken up the role of the Chinese, and then discredited the members who represent the Chinese on the Council were entirely against him.

That the powers given, against which Mr. Whitehead protested, are, in fact, a part of the system of administration to be applied to the New Territory.

That a little more of such powers were given to the Government for the benefit of the natives, I fancy the good order of the Colony would be increased rather than lessened.

That the Committee of the Sanitary Board (Messrs F. H. May, and Osborne, and Dr. Clark) are to be most warmly congratulated upon having tackled a subject which vitally affects the welfare of this Colony.

That the draft of the constitution for the Proposed Trust Corporation reveals a far-reaching, large, and comprehensive scheme of sanitary improvements—so large, indeed, that I am afraid the older residents will never see its realisation.

That it seems to me to be a bold bid for the establishment of our midst of a body which would combine at once the duties of a Municipal Council and a Board of Health.

That the Home Government will most probably regard the able document or draft constitution more in the light of an academic effort in administrative literature than anything within the sphere of practical politics.

That at the same time it should be recorded to the credit of the above-named Committee, in that they have set forth an important scheme to meet a most vital want in Hongkong.

That the responsibility of setting upon or neglecting the proposals made will now rest upon the Government here and the authorities at Home.

That it is fortunate for the racing public that the dreary drip of yesterday has ceased and those who care to go down to the Valley will do so at less risk and with more pleasure than was expected.

BROWNIE.

Do not neglect Hemorrhoids. It is a painful and a slight little water will quickly dispel the most annoying pain. A good substitute and liniment. The genuine 'Stearns' Hemorrhoid Cure has the signature in red ink across the label on each tin. Wholesale and Retail A. S. Watson & Co., Ltd., Hongkong.

TO-DAY'S TELEGRAMS

CHINA MAIL'S SPECIAL SERVICE.

THE WAR.

THE RELIEF OF KIMBERLEY.

UNIVERSAL ENTHUSIASM.

THE BOERS STILL CONFIDENT.

Colombo, February 20.

The brilliant success of Lord Roberts' march to the relief of Kimberley has brought about a complete change in public opinion regarding the military situation in South Africa, and the enthusiasm in London and throughout the provinces is unbounded.

On his arrival at Kimberley, Lieut. General French was welcomed with great rejoicing by the garrison, and with Lieut. Colonel Kitchener (commanding the Garrison) and Mr Cecil Rhodes and the members of the general staff were entertained at dinner in the Kimberley Club on Friday night (the 16th instant).

It is reported that the Boers are still confident in their ability to stop the advance of the British troops in the Orange Free State, relying on their barbed wire entanglements on the roads to Bloemfontein to prevent a concerted action.

Lieut. General Pinkstone French, who has added so immensely to his reputation by his brilliant work in South Africa, was selected originally to command the cavalry division. He is only 48 years of age. Joining the 8th Hussars from the Militia in 1874, General French saw his first active service with the Cavalry Brigade on the Nile Expedition in 1884-5, and was present at the battle of Abu Klea. After serving with the Headquarters Staff for two years as Assistant Adjutant-General, he assumed command of the cavalry at Canterbury in 1897, and in the spring of 1899 was appointed to the Cavalry Brigade at Aldershot.

Major-General James Melville Balmington, whose name has been frequently mentioned in recent telegrams, commands the 1st Cavalry Brigade. He is 40 years of age, and passed the whole of his regimental service in the 18th Lancers, to which he was gazetted in 1873. His foreign service on the Staff was in India as Assistant Adjutant-General, 1891-92. When in Reckonham in 1892-93 he received honourable mention for his services. In April of last year he was appointed to the command of the Cavalry Brigade at Aldershot. It is not generally known that he is a brother of Mr A. Balmington (Messrs Shear, Tones and Co., Hongkong).

Major-General T. Kelly-Kenny, C.B., served in the campaign of 1860 in North China as orderly officer to Brigadier Jephson, and was present at the action of Sihlo (mentioned in despatches) and the capture of the Tangu and Taku Forts (medal, with clasp). He was in command of a division of the transport train in the Abyssinian War of 1867-8, and was mentioned in despatches 'for the zeal, energy and ability he then displayed.' It is evident those qualities have not deserted him during his twenty years' abstinence from war services. In recent years he has acted as A.A.G. at Aldershot.

Major-General C. Tucker, C.B., now advancing on Cronje's force, is essentially a man of action, and a later of 'red tape.' He is a big, strong man, somewhat bluff in manner and given to expressing his opinions—which are generally worth listening to—in forcible terms, as the following anecdote will illustrate: From 1893 to 1895 General Tucker was in command of the troops in Natal. During his tenure of office, a new Garrison Adjutant—a meek and conscientious youth—was appointed. The General told him to provide himself with a note book, in which to record various memoranda, and more particularly to note the General's criticisms on the conduct of field days. Shortly afterwards a field day took place, followed by the customary 'pow-wow.' The next day the General called the Adjutant in and said: 'Now, Mr Brown, did you take down the remarks I made at the conclusion of yesterday's operations?' 'Yes, sir, yes,' replied Brown. 'Ah, now, what was the first remark I made?' 'Mr Brown?' Brown produced his note book, found the page, and replied: 'Your first remark, sir, was "As usual!" Sir—unhappy, and no use!'

Yesterday, our Special Telegram stated that Colonel de Villabona Maren, the French officer who has been directing the field operations of the Boer army, had gone to the front to oppose Lord Roberts' advance into the Orange Free State. The following letter from the Colonel to the Editor of *L'Espresso* Française will be read with additional interest:

Dear friend, I am leaving for Pretoria. All my dispositions are taken, and I must say that I have been encouraged by the kindness of all. I am leaving with a Boer who has accompanied me from Moss. Five German officers have preceded me, but I hope to avoid French military tactics and to be worthy of my country.

Most extraordinary events are now taking place, and I think I am fortunate in having been able to see them.

Delogus Pap, 25th Nov., 1890.

Dear friend, I am leaving for Pretoria. All my dispositions are taken, and I must say that I have been encouraged by the kindness of all. I am leaving with a Boer who has accompanied me from Moss. Five German officers have preceded me, but I hope to avoid French military tactics and to be worthy of my country.

Most extraordinary events are now taking place, and I think I am fortunate in having been able to see them.

Delogus Pap, 25th Nov., 1890.

Dear friend, I am leaving for Pretoria. All my dispositions are taken, and I must say that I have been encouraged by the kindness of all. I am leaving with a Boer who has accompanied me from Moss. Five German officers have preceded me, but I hope to avoid French military tactics and to be worthy of my country.

Most extraordinary events are now taking place, and I think I am fortunate in having been able to see them.

TO-DAY'S TELEGRAMS

CHINA MAIL'S SPECIAL SERVICE.

THE WAR.

THE RELIEF OF KIMBERLEY.

UNIVERSAL ENTHUSIASM.

THE BOERS STILL CONFIDENT.

Colombo, February 20.

The brilliant success of Lord Roberts' march to the relief of Kimberley has brought about a complete change in public opinion regarding the military situation in South Africa, and the enthusiasm in London and throughout the provinces is unbounded.

On his arrival at Kimberley, Lieut. General French was welcomed with great rejoicing by the garrison, and with Lieut. Colonel Kitchener (commanding the Garrison) and Mr Cecil Rhodes and the members of the general staff were entertained at dinner in the Kimberley Club on Friday night (the 16th instant).

It is reported that the Boers are still confident in their ability to stop the advance of the British troops in the Orange Free State, relying on their barbed wire entanglements on the roads to Bloemfontein to prevent a concerted action.

Lieut. General Pinkstone French, who has added so immensely to his reputation by his brilliant work in South Africa, was selected originally to command the cavalry division. He is only 48 years of age. Joining the 8th Hussars from the Militia in 1874, General French saw his first active service with the Cavalry Brigade on the Nile Expedition in 1884-5, and was present at the battle of Abu Klea. After serving with the Headquarters Staff for two years as Assistant Adjutant-General, he assumed command of the cavalry at Canterbury in 1897, and in the spring of 1899 was appointed to the Cavalry Brigade at Aldershot.

Major-General James Melville Balmington, whose name has been frequently mentioned in recent telegrams, commands the 1st Cavalry Brigade. He is 40 years of age, and passed the whole of his regimental service in the 18th Lancers, to which he was gazetted in 1873. His foreign service on the Staff was in India as Assistant Adjutant-General, 1891-92. When in Reckonham in 1892-93 he received honourable mention for his services. In April of last year he was appointed to the command of the Cavalry Brigade at Aldershot. It is not generally known that he is a brother of Mr A. Balmington (Messrs Shear, Tones and Co., Hongkong).

Major-General T. Kelly-Kenny, C.B., served in the campaign of 1860 in North China as orderly officer to Brigadier Jephson, and was present at the action of Sihlo (mentioned in despatches) and the capture of the Tangu and Taku Forts (medal, with clasp). He was in command of a division of the transport train in the Abyssinian War of 1867-8, and was mentioned in despatches 'for the zeal, energy and ability he then displayed.' It is evident those qualities have not deserted him during his twenty years' abstinence from war services. In recent years he has acted as A.A.G. at Aldershot.

Major-General C. Tucker, C.B., now advancing on Cronje's force, is essentially a man of action, and a later of 'red tape.' He is a big, strong man, somewhat bluff in manner and given to expressing his opinions—which are generally worth listening to—in forcible terms, as the following anecdote will illustrate: From 1893 to 1895 General Tucker was in command of the troops in Natal. During his tenure of office, a new Garrison Adjutant—a meek and conscientious youth—was appointed. The General told him to provide himself with a note book, in which to record various memoranda, and more particularly to note the General's criticisms on the conduct of field days. Shortly afterwards a field day took place, followed by the customary 'pow-wow.' The next day the General called the Adjutant in and said: 'Now, Mr Brown, did you take down the remarks I made at the conclusion of yesterday's operations?' 'Yes, sir, yes,' replied Brown. 'Ah, now, what was the first remark I made?' 'Mr Brown?' Brown produced his note book, found the page, and replied: 'Your first remark, sir, was "As usual!" Sir—unhappy, and no use!'

Yesterday, our Special Telegram stated that Colonel de Villabona Maren, the French officer who has been directing the field operations of the Boer army, had gone to the front to oppose Lord Roberts' advance into the Orange Free State. The following letter from the Colonel to the Editor of *L'Espresso* Française will be read with additional interest:

Dear friend, I am leaving for Pretoria. All my dispositions are taken, and I must say that I have been encouraged by the kindness of all. I am leaving with a Boer who has accompanied me from Moss. Five German officers have preceded me, but I hope to avoid French military tactics and to be worthy of my country.

Most extraordinary events are now taking place, and I think I am fortunate in having been able to see them.

Delogus Pap, 25th Nov., 1890.

Dear friend, I am leaving for Pretoria. All my dispositions are taken, and I must say that I have been encouraged by the kindness of all. I am leaving with a Boer who has accompanied me from Moss. Five German officers have preceded me, but I hope to avoid French military tactics and to be worthy of my country.

Most extraordinary events are now taking place, and I think I am fortunate in having been able to see them.

Delogus Pap, 25th Nov., 1890.

Dear friend, I am leaving for Pretoria. All my dispositions are taken, and I must say that I have been encouraged by the kindness of all. I am leaving with a Boer who has accompanied me from Moss. Five German officers have preceded me, but I hope to avoid French military tactics and to be worthy of my country.

Most extraordinary events are now taking place, and I think I am fortunate in having been able to see them.

TO-DAY'S TELEGRAMS

CHINA MAIL'S SPECIAL SERVICE.

THE WAR.

THE RELIEF OF KIMBERLEY.

UNIVERSAL ENTHUSIASM.

THE BOERS STILL CONFIDENT.

Colombo, February 20.

The brilliant success of Lord Roberts' march to the relief of Kimberley has brought about a complete change in public opinion regarding the military situation in South Africa, and the enthusiasm in London and throughout the provinces is unbounded.

On his arrival at Kimberley, Lieut. General French was welcomed with great rejoicing by the garrison, and with Lieut. Colonel Kitchener (commanding the Garrison) and Mr Cecil Rhodes and the members of the general staff were entertained at dinner in the Kimberley Club on Friday night (the 16th instant).

It is reported that the Boers are still confident in their ability to stop the advance of the British troops in the Orange Free State, relying on their barbed wire entanglements on the roads to Bloemfontein to prevent a concerted action.

Lieut. General Pinkstone French, who has added so immensely to his reputation by his brilliant work in South Africa, was selected originally to command the cavalry division. He is only 48 years of age. Joining the 8th Hussars from the Militia in 1874, General French saw his first active service with the Cavalry Brigade on the Nile Expedition in 1884-5, and was present at the battle of Abu Klea. After serving with the Headquarters Staff for two years as Assistant Adjutant-General, he assumed command of the cavalry at Canterbury in 1897, and in the spring of 1899 was appointed to the Cavalry Brigade at Aldershot.

Major-General James Melville Balmington, whose name has been frequently mentioned in recent telegrams, commands the 1st Cavalry Brigade. He is 40 years of age, and passed the whole of his regimental service in the 18th Lancers, to which he was gazetted in 1873. His foreign service on the Staff was in India as Assistant Adjutant-General, 1891-92. When in Reckonham in 1892-93 he received honourable mention for his services. In April of last year he was appointed to the command of the Cavalry Brigade at Aldershot. It is not generally known that he is a brother of Mr A. Balmington (Messrs Shear, Tones and Co., Hongkong).

Major-General T. Kelly-Kenny, C.B., served in the campaign of 1860 in North China as orderly officer to Brigadier Jephson, and was present at the action of Sihlo (mentioned in despatches) and the capture of the Tangu and Taku Forts (medal, with clasp). He was in command of a division of the transport train in the Abyssinian War of 1867-8, and was mentioned in despatches 'for the zeal, energy and ability he then displayed.' It is evident those qualities have not deserted him during his twenty years' abstinence from war services. In recent years he has acted as A.A.G. at Aldershot.

Major-General C. Tucker, C.B., now advancing on Cronje's force, is essentially a man of action, and a later of 'red tape.' He is a big, strong man, somewhat bluff in manner and given to expressing his opinions—which are generally worth listening to—in forcible terms, as the following anecdote will illustrate: From 1893 to 1895 General Tucker was in command of the troops in Natal. During his tenure of office, a new Garrison Adjutant—a meek and conscientious youth—was appointed. The General told him to provide himself with a note book, in which to record various memoranda, and more particularly to note the General's criticisms on the conduct of field days. Shortly afterwards a field day took place, followed by the customary 'pow-wow.' The next day the General called the Adjutant in and said: 'Now, Mr Brown, did you take down the remarks I made at the conclusion of yesterday's operations?' 'Yes, sir, yes,' replied Brown. 'Ah, now, what was the first remark I made?' 'Mr Brown?' Brown produced his note book, found the page, and replied: 'Your first remark, sir, was "As usual!" Sir—unhappy, and no use!'

Yesterday, our Special Telegram stated that Colonel de Villabona Maren, the French officer who has been directing the field operations of the Boer army, had gone to the front to oppose Lord Roberts' advance into the Orange Free State. The following letter from the Colonel to the Editor of *L'Espresso* Française will be read with additional interest:

Dear friend, I am leaving for Pretoria. All my dispositions are taken, and I must say that I have been encouraged by the kindness of all. I am leaving with a Boer who has accompanied me from Moss. Five German officers have preceded me, but I hope to avoid French military tactics and to be worthy of my country.

Most extraordinary events are now taking place, and I think I am fortunate in having been able to see them.

Delogus Pap, 25th Nov., 1890.

Dear friend, I am leaving for Pretoria. All my dispositions are taken, and I must say that I have been encouraged by the kindness of all. I am leaving with a Boer who has accompanied me from Moss. Five German officers have preceded me, but I hope to avoid French military tactics and to be worthy of my country.

Most extraordinary events are now taking place, and I think I am fortunate in having been able to see them.

Delogus Pap, 25th Nov., 1890.

Dear friend, I am leaving for Pretoria. All my dispositions are taken, and I must say that I have been encouraged by the kindness of all. I am leaving with a Boer who has accompanied me from Moss. Five German officers have preceded me, but I hope to avoid French military tactics and to be worthy of my country.

Most extraordinary events are now taking place, and I think I am fortunate in having been able to see them.

HONGKONG RACE MEETING, 1900.

CHINA MAIL'S SPECIAL SERVICE.

THE WAR.

THE RELIEF OF KIMBERLEY.

UNIVERSAL ENTHUSIASM.

THE BOERS STILL CONFIDENT.

Colombo, February 20.

The brilliant success of Lord Roberts' march to the relief of Kimberley has brought about a complete change in public opinion regarding the military situation in South Africa, and the enthusiasm in London and throughout the provinces is unbounded.

On his arrival at Kimberley, Lieut. General French was welcomed with great rejoicing by the garrison, and with Lieut. Colonel Kitchener (commanding the Garrison) and Mr Cecil Rhodes and the members of the general staff were entertained at dinner in the Kimberley Club on Friday night (the 16th instant).

It is reported that the Boers are still confident in their ability to stop the advance of the British troops in the Orange Free State, relying on their barbed wire entanglements on the roads to Bloemfontein to prevent a concerted action.

Lieut. General Pinkstone French, who has added so immensely to his reputation by his brilliant work in South Africa, was selected originally to command the cavalry division. He is only 48 years of age. Joining the 8th Hussars from the Militia in 1874, General French saw his first active service with the Cavalry Brigade on the Nile Expedition in 1884-5, and was present at the battle of Abu Klea. After serving with the Headquarters Staff for two years as Assistant Adjutant-General, he assumed command of the cavalry at Canterbury in 1897, and in the spring of 1899 was appointed to the Cavalry Brigade at Aldershot.

Major-General James Melville Balmington, whose name has been frequently mentioned in recent telegrams, commands the 1st Cavalry Brigade. He is 40 years of age, and passed the whole of his regimental service in the 18th Lancers, to which he was gazetted in 1873. His foreign service on the Staff was in India as Assistant Adjutant-General, 1891-92. When in Reckonham in 1892-93 he received honourable mention for his services. In April of last year he was appointed to the command of the Cavalry Brigade at Aldershot. It is not generally known that he is a brother of Mr A. Balmington (Messrs Shear, Tones and Co., Hongkong).

Major-General T. Kelly-Kenny, C.B., served in the campaign of 1860 in North China as orderly officer to Brigadier Jephson, and was present at the action of Sihlo (mentioned in despatches) and the capture of the Tangu and Taku Forts (medal, with clasp). He was in command of a division of the transport train in the Abyssinian War of 1867-8, and was mentioned in despatches 'for the zeal, energy and ability he then displayed.' It is evident those qualities have not deserted him during his twenty years' abstinence from war services. In recent years he has acted as A.A.G. at Aldershot.

Major-General C. Tucker, C.B., now advancing on Cronje's force, is essentially a man of action, and a later of 'red tape.' He is a big, strong man, somewhat bluff in manner and given to expressing his opinions—which are generally worth listening to—in forcible terms, as the following anecdote will illustrate: From 1893 to 1895 General Tucker was in command of the troops in Natal. During his tenure of office, a new Garrison Adjutant—a meek and conscientious youth—was appointed. The General told him to provide himself with a note book, in which to record various memoranda, and more particularly to note the General's criticisms on the conduct of field days. Shortly afterwards a field day took place, followed by the customary 'pow-wow.' The next day the General called the Adjutant in and said: 'Now, Mr Brown, did you take down the remarks I made at the conclusion of yesterday's operations?' 'Yes, sir, yes,' replied Brown. 'Ah, now, what was the first remark I made?' 'Mr Brown?' Brown produced his note book, found the page, and replied: 'Your first remark, sir, was "As usual!" Sir—unhappy, and no use!'

Yesterday, our Special Telegram stated that Colonel de Villabona Maren, the French officer who has been directing the field operations of the Boer army, had gone to the front to oppose Lord Roberts' advance into the Orange Free State. The following letter from the Colonel to the Editor of *L'Espresso* Française will be read with additional interest:

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

POSTPONEMENT.
FOR SWATOW, AMOY & FOCHOW.
THE Company's Steamship
HAITAN, Captain Roca, will be despatched for the above Ports TO-MORROW, the 21st Inst., at Daylight.
For Freight or Passage, apply to
DOUGLAS LAIRDAKE & Co.,
General Managers,
Hongkong, February 20, 1900. 383

NAVIGAZIONE GENERALE ITALIANA.

(FLORENTINE & RUSSIAN UNITED COMPANIES).
STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ALEX, SOER, PORT SAID, MESSINA, NAPLES, LONDON, and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine, and South American Ports up to CALAIS.

Taking Cargo at through rates to PERIAN, GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship BORMIDA.

Captain G. SARTORI, will be despatched as above on THURSDAY, the 22nd Inst., at Noon.

As BORMIDA the Steamers are discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARL WITZ & Co.,
Agents,
Hongkong, February 19, 1900. 392

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship STUTTGART, of the Norddeutscher Lloyd, Captain P. GROSCH, due here with the outward German Mail about the 22nd Inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further particulars, apply to
MELCHERS & Co.,
Agents,
Hongkong, January 19, 1900. 387

THE OSAKA SHOSHEN KAISHA, LD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship TAMSUI MARU, Captain S. SUGIYAMA, will be despatched for the above Ports on SUNDAY, the 26th February, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents,
Hongkong, February 19, 1900. 389

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Co.'s Steamship TONIN, Captain VAGNIER, will be despatched on or about SUNDAY, the 26th Inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent,
Hongkong, February 19, 1900. 388

FOR RANGOON.

(Taking Cargo at through rates to Moulmein, Amoy, Fuzhou, Canton, and Malabar Ports).

THE Brit. India S. N. Co.'s Steamship CAMORAT, Captain T. A. COMBES, will be despatched as above on or about the 26th Inst.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents,
Hongkong, February 7, 1900. 288

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship CHINGTU, Captain WILLIAMS, will be despatched as above on WEDNESDAY, the 22nd Inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, February 16, 1900. 371

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship ST. REGULUS will be despatched for the above Port.

For Freight, apply to
DODWELL & Co., Ltd.,
Agents,
Hongkong, February 13, 1900. 236

Shipping.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Company's Steamship DENBIGHSHIRE, H. N. VIVIAN, Commander, will be despatched for the above Ports on WEDNESDAY, the 21st Inst., in the AFTER-NOON.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, February 19, 1900. 318

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship EMERALDA, Captain A. RAY, will be despatched for the above Ports on THURSDAY, the 22nd Inst., at 4 p.m.

This Steamer has superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers,
Hongkong, February 17, 1899. 370

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship LUONGSANG, Captain WIGGALL, will be despatched as above on FRIDAY, the 23rd Inst., at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers and is fitted throughout with the Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers,
Hongkong, February 16, 1900. 372

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship KASUGA MARU, 3,800 Tons Gross, Captain E. W. HASWELL, will be despatched for the above Port on FRIDAY, the 23rd Inst., at 4 p.m.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess on board.

Return Tickets issued by this Company are available for return by Steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager,
Hongkong, February 11, 1900. 351

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

THE Company's Steamship CHANGSHI, Captain MOORE, will be despatched on MONDAY, the 26th March, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian S. N. Co. and vice versa.

For Passage or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, February 3, 1900. 250

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship SARPEDON, Captain GRIER, will be despatched as above on TUESDAY, the 6th March.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, January 26, 1900. 206

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at LONDON Rates.

THE Company's Steamship KESTOR, Captain ARQUITE, will be despatched as above on WEDNESDAY, the 7th Inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, February 10, 1900. 320

Mails.

STRAITS FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN, GULF, CENTRAL AND AMERICAN PORTS.

THE Steamship OLYD, Captain E. S. S. THORP, carrying H.M. Majesty's Mails, will be despatched from this for DOHA, &c., on SATURDAY, the 3rd March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valerines, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 5 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, February 17, 1900. 370

Mails.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

Proposed Sailings from Hongkong.
Hongo Maru, (via) Friday, Feb. 23, at Noon.
Sai, Nishi, Koko, Inland Sea, Yokohama and Honolulu.

Nippon Maru, (via) Tuesday, March 20, at Noon.
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

America Maru, (via) Saturday, April 14, at Noon.
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

THE S. S. HONGKONG MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on FRIDAY, the 23rd Feb., at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern, Pacific Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern, Pacific Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern, Pacific Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern, Pacific Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern, Pacific Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern, Pacific Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern, Pacific Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named:—

PORT. STEAMSHIP. CAPTAIN. DATE.
LONDON, Canton, C. F. LOCKSTON, R.N.R. About 22nd Feb.
SHANGHAI, Canton, G. W. GORDON, R.N.R. About 24th Feb.
LONDON, Canton, E. STREET, R.N.R. Noon, 3rd March
SHANGHAI, Canton, A. SIMONS, R.N.R. About 3rd March.

YOKOHAMA, Via NAGASAKI & KOBE, R.N.R. About 3rd March.
YOKOHAMA, Via NAGASAKI & KOBE, R.N.R. About 3rd March.
MARSEILLES, & LONDON (PARANATTA, 31st March) (Without Transshipment). (Marseilles, 14th April) Freight or Passage.

* Special Advertisement.
For Freight or passage, and further Particulars, apply to
H. A. RITCHIE, Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, February 6, 1900. 257

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA, ANTWERP, AMSTERDAM, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMSHIP	DATE
OLDENBURG	WEDNESDAY, 21st February
BAYERN	WEDNESDAY, 1st March
STUTTGART	WEDNESDAY, 21st March
KONIG ALBERT	WEDNESDAY, 4th April
WEIMAR	WEDNESDAY, 18th April
PRINZ HEINRICH	WEDNESDAY, 2nd May
PREUSSEN	WEDNESDAY, 16th May
HAMBURG	WEDNESDAY, 30th May
SACHSEN	THURSDAY, 14th June
OLDENBURG	THURSDAY, 28th June
BAYERN	THURSDAY, 12th July
STUTTGART	THURSDAY, 26th July
KONIG ALBERT	THURSDAY, 9th August
WEIMAR	THURSDAY, 23rd August
PRINZ HEINRICH	THURSDAY, 6th September

ON WEDNESDAY, the 21st day of February, 1900, at Noon, the Steamship OLDENBURG, of the Norddeutscher Lloyd, Captain H. PRINZ, with MAILES, PASSENGERS, SPECIE, and CARGO will leave this Port as above, calling at NAPLES, GENOA, and AMSTERDAM.

Shipping Orders will be granted till Noon on Monday, the 19th February, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 20th February, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 20th February. Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Lined can be washed on board.

NORDDEUTSCHER LLOYD—MELCHERS & CO., Agents.

For further Particulars, apply to
315

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.
Albatross (via) On or about 22nd Feb., at Noon.
Kobe, Yokohama, San Francisco.

China (via) Saturday, Mar. 3, at Noon.
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

City of Rio de Janeiro, (via) Tuesday, March 27, at Noon.
Shanghai, Nishi, Koko, Inland Sea, Yokohama and Honolulu.

THE U. S. Charter S.S. ALBATROSS will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 1st March, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern, Pacific Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern, Pacific Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern, Pacific Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Proposed Sailings from Hongkong.
(Subject to Alteration.)

EMPEROR OF JAPAN, Comdr. Geo. A. LEE, R.N.R. WEDNESDAY, 14th Mar. 1900.
EMPEROR OF CHINA, Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 4th April 1900.
EMPEROR OF INDIA, Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 20th April 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, having THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route enhance its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for scenic and recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to
D. E. BROWN, General Agent,
Primer Street, Hongkong, February 16, 1900. 365

Intimations.

JOHN W. HARRISON,
 M.I.M.E., M.F. Mech. E., London.
 DONALD MACDONALD
 Hongkong, May 28, 1898. 1098

The image is a high-contrast, black and white photograph. The upper portion shows a dense, grainy texture, resembling a wall or a large piece of fabric with a complex pattern. A dark, solid horizontal band runs across the bottom of the image, creating a sharp contrast with the textured area above.

PRIMA MAIL CO.

W. H. Watkins & Co., General Agents, who

als or retail.

Agents: WATKINS & Co., General Agents
8, WYNDHAM STREET, HONGKONG.

The image is a high-contrast, black and white photograph. The upper portion is filled with a dense, grainy texture, resembling a wall of small, irregular stones or a heavily textured fabric. This textured area is separated from a solid, dark horizontal band at the bottom by a thin, slightly irregular line. The overall composition is simple and abstract, focusing on texture and form.

PRIMA MAIL CO.

W. H. Watkins & Co., General Agents, who

als or retail.

Agents: WATKINS & Co., General Agents
8, WYNDHAM STREET, HONGKONG.

Agents: WATKINS & Co., General Agents
8, WYNDHAM STREET, HONGKONG.

